(b) if so, by when the four laning of above National Highways is expected;

(c) whether it is also a fact that the road from Chittorgarh to Neemuch (NH-79), to the border of Madhya Pradesh, is fit for four lane; and

(d) if so, by when the four laning of above roads is expected?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) Jaipur-Ringus-Sikar section of NH-11, Jaipur-Tonk-Deoli-Kota-Jhalawad section of NH-12 and Byavar-Pali-Sirohi section of NH-14 have been approved by Government under NHDP Phase-III being implemented by National Highways Authority of India (NHAI). As regards Byavar – Udaipur section of NH-8, Byavar-Gomti stretch has been awarded for 2-lane with paved shoulders and from Gomti to Udaipur is yet to be approved.

(b) The projects are at various stages of preparation and implementation and are expected to be completed by 2013.

(c) and (d) Yes, Sir. As the stretch does not find place in any of the approved programmes, it is too early to indicate any time-frame for four laning of the stretch.

Amendments in the existing policy for maintenance of existing roads

2269. SHRIMATI VIPLOVE THAKUR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government proposes to make certain amendments in the existing policy for maintenance of the existing roads during the construction/expansion phase of four/six lane by the National Highways Authority of India (NHAI);

(b) if so, the details thereof;

(c) whether any complaints have been received that some National Highways in Himachal Pradesh are not being maintained as per prescribed standards by the NHAI;

(d) if so, the details thereof during each of the last three years and the current year, alongwith the reasons therefor; and

(e) the steps taken/proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (b) The maintenance of the existing roads is carried out by the contractors/concessionaires as part of their obligations under the Contract/Concession agreement. Government has recently accepted all the recommendations of the B.K. Chaturvedi Committee constituted by the Prime Minister to resolve procedural impediments to the programme of National Highways Development. The Government has approved various measures in accordance with the recommendations of the said committee. Some of the relevant measures taken by the Government pertaining to the modes of delivery National Highways and model documents are given in Statement (*See* below).

(c) No, Sir. No complaints have been received by National Highways Authority of India (NHAI). However, NH-22 from Haryana/Himachal Pradesh Border to km 67.00 is maintained by the State Government of Himachal Pradesh Public Works Department.

(d) to (e) Does not arise.

Statement

Government has approved the following recommendations of the B.K. Chaturvedi Committee

(i) Modifications to the existing MCA, RFQ, and RFP documents for the road sector, as per details given below:—

a. Termination Provisions in Road Concession Agreements (Para 5.1.1).

b. Exit Policy for (Developer) Concessionaire in MCA. (Para 5.1.2).

c. Issue of Security to Lenders in MCA (Para 5.1.3).

d. RFP Provisions – Forfeiture of bid security of bidders on account of non-responsiveness (Para 5.1.4).

e. Eligibility of applicants/conflict of interest as per RFQ provisions –common shareholding levels (Para 5.1.5).

f. Eligibility of applicants/conflict of interest as per RFQ provisions –Continuation of conflict of interest (Para 5.1.6).

g. Associate – definition in RFQ thereof (Para 5.1.7).

h. "Threshold technical capability" "Eligible projects" (TTC) in latest RFQ (Para 5.1.8).

i. Increase in Equity Grant (VGF) to 40% by merging 20% equity and 20% O&M Grant into Equity Grant (Para 5.1.9).

j. RFQ process – project-wise pre-qualification be substituted with annual/periodic pre-qualification (Para 5.1.10).

k. Premium provisions under RFP/MCA (Para 5.1.11).

(ii) Issuance of the RFQ and RFP for the road sector projects after incorporating the recommendations made by the Committee in the Model RFQ and RFP documents issued by the Ministry of Finance, as referred to at clause 1 (i) above.

(iii) Further amendments to RFQ and RFP provisions, where necessary, will be carried out by the Ministry of Road Transport and Highways (MoRTH) on the basis of recommendations of the NHAI Board.

(iv) Setting up of an Inter-Ministerial Group (IMG) under the Chairmanship of Secretary, MoRTH with representatives of DEA, Department of Expenditure, Planning Commission and Ministry of Law and Justice to consider issues relating to MCA.

Where there is unanimity in the decision, the same will be then put up to the Minister, Road Transport and Highways for approval. Where there is no unanimity in the decision, the matter will be placed before the Empowered Group of Ministers (EGoM) comprising the Finance Minister, Minister of Road Transport and Highways and Deputy Chairman, Planning Commission. The EGoM will also consider and take decision on all issues where there is no unanimity in committees at the level of officers and which do not require approval of the Cabinet/CCI.

(v) Continuance of endeavour to award projects within the available overall budgetary ceilings, as per the detailed Work Plan for the current year (2009-10) for 12,652 Km presented by the NHAI to the Committee.

(vi) Recommendations made by the Committee as regards the 'Modes of Delivery' and the 'Financing Plan' approved with the proviso that the financing plan for 2010-11 onward would be considered by the Empowered Group of Ministers for further action, including such changes to the work plan as may become necessary.

(vii) Carrying out implementation of road projects on all the three modes of delivery *viz.* BOT (Toll), BOT (Annuity) and EPC (Item Rate Contract) concurrently rather than sequentially. Roads below a certain threshold in terms of traffic do not merit testing on BOT (Toll) as the process only leads to delays in implementation and award. Hence, a road not found *prima facie* suitable for BOT (Toll) can be implemented directly on BOT (Annuity) subject to the overall cap as envisaged in the Work Plan. The decision of shifting a project from BOT (Toll) to BOT (Annuity) would be taken by the IMG chaired by Secretary, MoRTH and approved by Minister, Road Transport and Highways.

(viii) Before implementing a project on EPC basis, it will be compulsorily tested for BOT (Annuity) and only if unacceptable bids are received then only the project will be awarded on EPC basis. Normally, an Annuity bid working out to an Equity IRR of up to 18% will be acceptable as per these norms. However, in the event of bids exceeding the Equity IRR of 18%, the same will be bid out on EPC. In case of difficult areas having law and order problems, security, inhospitable terrain etc., a bid working out to an Equity IRR of up to 21% will be acceptable considering the risk premium of 3%, on case to case basis. PPPAC will be empowered to give approval for projects to be moved from Annuity to EPC where acceptable bids have not been received.

(ix) In case of projects under NHDP Phase IV, if the traffic is less than 5,000 PCUs, the project will directly be taken up on EPC. For the specific EPC km lengths recommended in the Work Plan, specific EPC packages will be presented before the existing EFC in the MoRTH for approval.